

have adapted our application of it to meet the growing and changing needs of the hemisphere," but it will not be used "as an excuse for aggrandizement" or "a cloak for territorial aggression." We may be driven to compel the debtor republics to the southward to pay their European creditors, for "it is far better that this country should put through such an arrangement, rather than allow any foreign country to undertake it." It does not seem necessary that the navy should "be increased beyond the present of units," but we should add "a single battleship to our navy each year" to replace "superseded or outworn vessels."

As to our insular possessions and connections, he urges the ratification of his policy in the San Domingo affair; he favors strong fortifications in Hawaii; the removal of the Dingley tariff on Philippine products, and the suspension of the operation of the coastwise laws upon trade between the archipelago and this country, as requested by Secretary Taft. He recommends that American citizenship be conferred upon all citizens of Porto Rico; and he advises that both in the Philippines and in Porto Rico the regulations as to the granting of lands and franchises be modified so as to give "sufficiently liberal terms to induce the investment of American capital."

As for the territories, the president recommends that "Indian Territory and Oklahoma be admitted as one state, and that New Mexico and Arizona be admitted as one state;" and he earnestly asks that "Alaska be given an elective delegate."

In regard to the Panama canal, he urges an appropriation without delay to meet "current and accruing expenses."

The Chinese question and immigration laws are given careful consideration. He holds that "it is to the interest of this country to keep them (Chinese laborers) out." And he thinks it is time to amend the general immigration laws so as to "limit the number of immigrants allowed to come in any one year to New York and other northern cities, while leaving unlimited the number allowed to come to the south."

Other recommendations of a general or important nature are the following:

More effective criminal laws, and a law to punish a corrupt United States officer when the consideration for his crime is something besides money.

Changes in the land laws and the inclusion of Texas in the irrigation act.

More federal aid to the Mississippi levee system.

Aid for the Jamestown tercentennial.

Federal care of the graves of Confederate soldiers who died in northern prisons.

Federal law to regulate traffic in food, drink, and drugs.

Preservation of a herd of American buffalo.

Pensions for the men in the life-saving service.

Punishment of "bootleggers," who sell liquor to Indians, and more money for Indian schools.

More generous provision for our diplomatic and consular service.

Railroad Rate Regulation. — "Here are forty different subjects," exclaims the Hartford Times (Dem.), which would overwhelm congress with work" if any serious attempt should be made "to give them proper attention." The most important of these subjects is that which relates to proposed railroad legislation and the Buffalo News (Rep.) declares that "the president's message marks the opening of a conflict over rate regulation that is to be concluded only when the question involved is settled on a

basis that is regarded as final." And the Richmond News Leader (Dem.) remarks that he is "the first president we have had since railroads became commercial and political powers strong enough to make a recommendation (touching them) with assurance of success." His treatment of this question, in the opinion of the Louisville Courier-Journal (Dem.), "is guarded against any appearance of hostility to corporations, but is emphatic in the demand that the evils shall be restrained and eradicated." The New York Globe (Rep.), however, seems to think that the president has receded from the position he has hitherto held. "From advocacy of commission-made rates which shall go into effect immediately," to the exposition of the plan laid down in the message, makes, says The Globe, a "vital difference between the president's new policy and his old." The Indianapolis Star (Rep.) also thinks that if he has not backed down from his former position he at least "glides over evasively . . . the exact bone of contention." But most of the other papers believe with the Chicago Chronicle (Rep.) that the president "is even more insistent" than he was a year ago, and that, as the New York Press (Rep.) declares, "President Roosevelt has passed from the period of mere plea and argument to assertion of affirmative recommendations." And so most of his critics are expressing real alarm over the situation. "Many thinking men recall," says the Chicago Inter Ocean (Rep.), "from the plan proposed, and point out that the short way to stop rebating is to punish rebaters." And the Richmond Times-Dispatch (Dem.) remarks that he is seeking to vest in some government agent "a dangerous power to confer upon any administrative body."

The friends of the president are highly gratified over what they consider the courage and sagacity displayed by him on this important subject. "So far from taking any backward step," says the Brooklyn Times (Rep.), "the president appears to have gone further than his original program indicated." But, observes the Milwaukee Sentinel (Rep.), where something radical or drastic may have been looked for, a commendable disposition is shown to "refrain from an appearance of dictating details of legislation." And the Norfolk Virginian-Pilot (Dem.), after considering the various points in the case, says that withal "his treatment of this subject is eminently conservative." The St. Louis Republic (Dem.) thinks that "the only criticism which will likely come from the public will be that his recommendations are not sufficiently drastic." However, the Philadelphia Telegraph (Rep.), believes, that "by the plain common sense of the plain common people the message will be heard as a call to congress for such legislation as will enable the Federal government to control railroads in the interest of the public," and this sentiment is endorsed by no less a conservative authority than The Wall Street Journal of New York, which declares:

"Behind the president in this matter stand the great bulk of the American people. The power of public opinion will force congress, sooner or later, to enact the law desired by the president. The operation of this law should go far toward removing the evil of railway discrimination. It ought not in any degree to weaken the efficiency of railroad administration or to disturb economic conditions. The enforcement of the law would in all probability be moderate and fair to the railroads. Indeed, there is more probability of the commission being subject to criticism of undue le-

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